

# The Illustrated War News.



*Photo. Newspaper Illustrations*

AS CHEERY AS USUAL: A MEMBER OF THE BRITISH EXPEDITIONARY FORCE IN FLANDERS, WITH A CANINE TWO-IN-HAND.



## THE GREAT WAR.

A FACTOR that is amusing as well as amazing to the Allies, though, undoubtedly, it is profoundly trying, irritating, and exhausting to the Germans, is the serene equanimity of the Russian Headquarter Staff in the face of every contingency that arises along their vast battle-line. For weeks the Russian front has stood quietly, enduring, without flinching, the series of tremendous and bull-like attacks von Hindenburg has thrust at the Warsaw front. While the German Generalissimo has been flourishing all his strength in their faces, the Russians have been stage-managing an effective campaign against East Prussia, have matured their plans with such deliberate success that they have approached dangerously near to Thorn, and have at the same time made themselves felt so powerfully in East Prussia that the authorities of Insterburg have taken fright, and civilians are warned to pack up and leave.

Then, to cover a great concentration in East Prussia, as well as to try one more huge and desperate throw for Warsaw, von Hindenburg rushed again at the Russian front on the Bzura-Rawka line in an action that was not so much a battle as a *battue*. Russia muffled that assault, quenched it, and took a deliberate step forward across the Rawka instead of rearward. At the same time her eyes were clear and perfectly free of the dust von Hindenburg imagined he was throwing. The concentration in East Prussia was sensed; Russian troops were withdrawn from the Masurian Lakes that had proved so fatal to a Russian army under General Samsonov in August last; and before the new German force could manœuvre to a position to strike effectively, the Russian line was being reorganised, under the power and shadow of her own frontier forts, to a new formation to meet the threat. Even as this was being done, the Slavs were able to take the thrust of a

vicious attack in the region of Lasdehnen, and staunch it with such vehemence that one of the attacking battalions was practically annihilated.

On the other extremity of her line, Russia also faces several situations with the same unhurried imperturbability. A German concentration of great strength is thrusting along the Roumanian border into Bukovina, and the Russians are falling back. The Bukovina front is not of vital importance, and Russia knows it, and acts accordingly. Even as they fall back they are pressing through the Carpathian passes, have engaged the German forces on a height of their own choosing, that of Koziowa, and, after one of the most sanguinary bayonet-battles of history, in which twenty-two assaults were beaten off and the rags of regiments that were left were decimated by the terrible swing of a Russian counter-charge, they have so damaged their enemy that any further thought of aggression is, for the time being, quite out of the question. On the Galician sector of the vast front, the Russians are conducting their steady and unhurried campaign with success against despairing Austria. All attempts at an offensive have been held and checked; an advance of metres is being nibbled towards Cracow, and Przemyśl is being deliberately pounded to death.

The simple, flexible, but unbreakable Russian strategy grows more profoundly determined as time goes on. At no time has the Tsar's army been in difficulties, for even Samsonov's defeat led to little that was effective, and at all times it has shown its immense potentialities for exhausting its enemies without losing any of its own effectiveness. Russia has played a part in this war the effect of which has not even yet been gauged; and when the great efforts of the spring come it will play an even more decisive rôle. Undoubtedly Germany intends to make a signal stroke—probably in the direction of Paris—in the spring, or before it. With Russia very much alive on her eastern flank, much of the sting of

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RAISING THE WELSH GUARDS: LIEUT.-COL. WILLIAM MURRAY-THREIPLAND.

The King has been pleased to sanction the formation of a battalion of Welsh Guards. His Majesty has approved the selection of Lieut.-Col. Murray-Threipland as the officer authorised to raise the battalion. Lieut.-Col. Murray-Threipland inherited estates in Scotland from the late Sir Patrick Murray-Threipland, whose name he took. He married the youngest daughter and coheir of Mr. William Wyndham Lewis, D.L., of the Heath, Glamorgan.

Photograph by Walter Barnett.





DOGS OF WAR ON ITS MERCIFUL SIDE: A FRENCH RED CROSS SECTION, WITH CANINE HELPERS, LEAVING FOR THE FRONT.

Dogs possess a remarkable instinct of succour, as witness the canine "heroes" at Cruft's Show, which included a dog which revived a seaman of the "Formidable" given up as dead, and one that rescued a drowning bather. There, too, was a dog from Malines of the type used by the French and Belgian Armies for finding wounded on the battlefield. They are trained to carry back something belonging to

the wounded soldier, as his *képi*, and guide the ambulance-men to the spot. After the battle of the Marne a French soldier wounded at Le Mans was thus discovered by a dog as he lay half-covered with dead bodies. This dog, it was said, would dig a hole for itself when under fire. In the war, dogs also haul small guns and assist sentries.—[Photo. by Photopress.]



her assault must be dissipated in her anxiety to hold this giant force she has been unable to break. If Germany slackens her attention on the east for one moment, Russia moves. Germany is bound to fight in the west with only half her attention.

In the west things have been strangely quiet, the only really definite point of fighting being at and about Bagatelle, in the Argonne forest. The Germans attacked two sections of the line—Fontaine Madame and the Marie Thérèse works of the Bagatelle front—and though the first was repulsed with ease, the second was conducted with great spirit and tenacity by the enemy, who, after gaining a section of the advance works, were only checked with a great deal of fighting and loss on both sides. This offensive seems to have been deliberate and carefully planned; and that the assault was not relinquished at the first attempt, but burnt furiously through the week, may give it significance. Attention along the western front is concentrated on the probable lines of offensive the anticipated German thrust will take in the now immediate future. The Argonne offers them many opportunities: a downward stroke might cut off the Allied flank that rests on and beyond the barrier line of the Verdun-Belfort fortifications, for one thing. Such an attack has ever seemed a happy idea with the German strategists; and, since the strong grip the Allies have on their fronts everywhere gives them the fewest possible avenues for initiative, it may be likely that all this fighting in the Argonne is but the precursor of an advance.

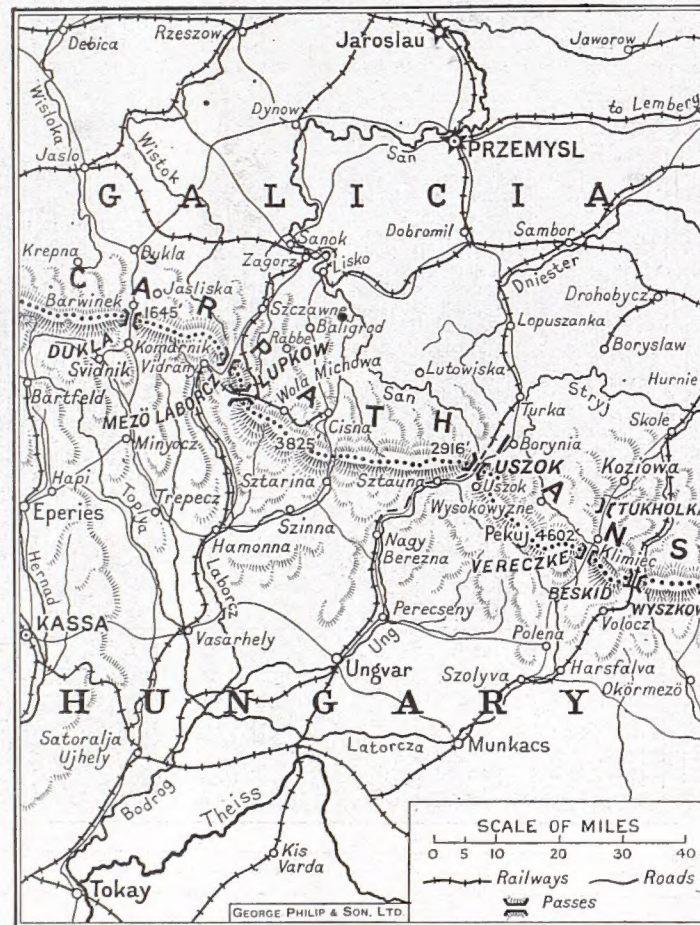
When that time comes, it will certainly be a most desperate affair—the last throw of the gamble. Germany, politically and economically, seems to be in a most febrile and discontented

condition. A great many of the stories that deal with Germany in the throes of hunger and famine must be accepted with a wise discretion. Great Britain is tightening its belt under a shortage of grain; London is

on the point of rebellion at the high price of bread; and there are other similar calamitous visitations afflicting us—in the German newspapers. This attitude of starving the enemy on paper is fathered by the wish to do so in actual fact. Nevertheless, the signs from Germany are too persistent to be neglected, and the stringent action of the Government in the matter of breadstuffs gives official sanction to the idea that Germany is feeling the hunger pinch. That her own insensate threats against the sea-borne commerce of the world will lead to a more stringent blockade of her food supply is made doubly certain by the Premier's statement in the House and the definite action taken in the case of the grain-ship *Wilhelmina*.

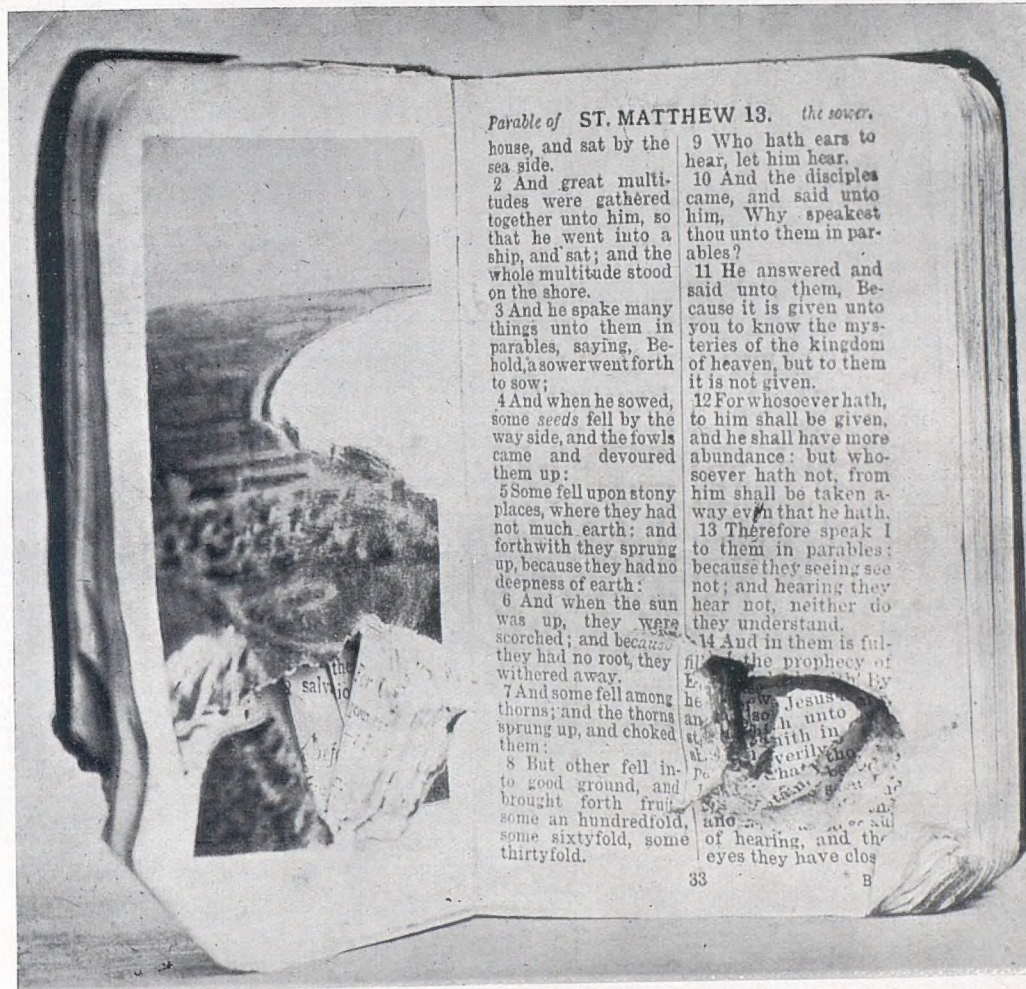
That the economic strain has reacted on German political life is made obvious by the very strong language used by the Socialist members of the Prussian Diet. A very pronounced "stop the war" speech was made by Herr Hirsch, who told the sitting plainly that the war was "longed for by none of the peoples concerned." A surprising and daring statement this to be made in the very forcing-bed of militarism; and more surprising still is the fact that both this outburst and the constant hostility of the obdurate and Socialistic Dr. Liebknecht have been carried on in the very face of Prussia without measures being taken to suppress either the movement or the speakers. The German Socialist as a factor in this war must be watched. He seems to be growing increasingly outspoken and increasingly daring, and these

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INCLUDING KOZIOWA, THE SCENE OF THE BAYONET-FIGHT "WITHOUT PRECEDENT" AND THE "VAIN SORTIES" FROM PRZEMYSŁ: A MAP OF THE RECENT FIGHTING IN AND NEAR THE CARPATHIANS.





#### A LIFE-SAVING BIBLE: THE HOLY BOOK, SHOWING THE SHRAPNEL HOLE.

There is something significant in the manner in which the life of Private A. G. Perkins, of the 1st Lincolnshire Regiment, was saved. He was carrying in his pocket a small Bible when a German shrapnel-bullet struck him, passed through several pages, then glanced off with its deadly mission unfulfilled. The curious may note that the mutilated page contains the parable of the Sower, with its reference to the "mysteries" of Heaven.—[Photo. by Universal.]

#### A WAR FREAK: A GERMAN BULLET TRANSFIXES FOUR CARTRIDGES.

A strange little incident of the war is shown in our photograph. While in action one of our troops had a clip of cartridges which he was carrying in his bandolier transfixes by a German bullet. How narrowly the soldier escaped death can be judged by the course taken by the enemy bullet.—[Photo. by Central Press.]



things could not be unless the party was certain of the strength that lies behind them, and the means they would have, if it came to the point, of enforcing their tenets on the governing bodies.



THE PROPOSED GERMAN "BLOCKADE" OF THE BRITISH ISLES: THE WATERS (SHADED) IN WHICH, ACCORDING TO GERMANY, ALL VESSELS ARE LIABLE TO ATTACK BY SUBMARINES.

The thirty-four aeroplanes of the Naval Wing started from British—not Continental—jumping-off places, swept across the sea in spite of very violent winds at their flying altitude, the bitter cold which is one of the greatest dangers aviators can encounter, and snow flurries, struck at the Belgian coast and made systematic assaults on the military points of Ostend, Middelkerke, Blankenberghe, and Zeebrugge. At every one of those points objects of military significance were attacked. Gun positions at Middelkerke were bombarded; Ostend railway station was, it seems certain, burnt to the ground; the railway and the station at

The sea and the air—the men of the one element piloting the craft of the other—have furnished the definite and dramatic incident of the week's war in the west. That a raid on a Belgian or German sea-base was to be anticipated after so much Teutonic talk of submarines and what they are going to do was, perhaps, but a matter of intelligent prescience. That the raid should have been carried out in such strength, and with such dash, completeness, and success, was beyond anticipation, as it is beyond praise.

Blankenberghe were damaged; and at Zeebrugge bombs were aimed at mine-sweepers and works and vessels in the harbour. It is obvious that the raid was out on military business and not to terrorise or hurt unoffending people; and though the German communiqué endeavours to make profit out of reported damage to civilian property and life, the report quite fails to give any hint even of specific detail of damage done, and it therefore fails to convince.

The unequivocal success of this brilliant episode is the more striking when it is remembered that up to now twelve or thirteen planes have formed the maximum in a force manœuvring to attack. That such large numbers were handled against positions capable of a vigorous resistance by high-angle guns and mitrailleuses, and came off with damage to two planes only, and an unpleasant, thrilling, but fortunately harmless 7000-foot fall by Flight-Commander Grahame-White, confirms the high opinion Great Britain already held of the leader, Wing-Commander Samson. The use of this raid is not to be gauged merely in damage done. By attacking these German bases our aviators have proved that they can make a very

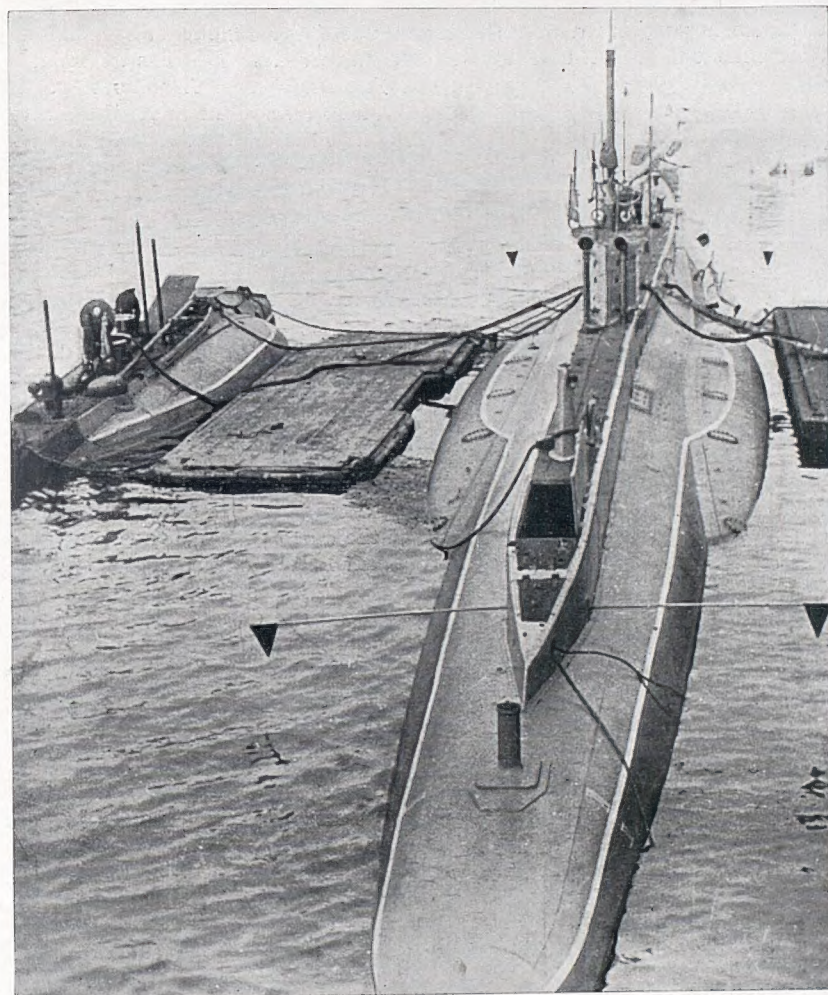
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THE GERMAN ADMIRAL WHO SAYS "GERMANY MUST NOT RISK HER FLEET": GRAND-ADMIRAL VON KOESTER.

Admiral von Koester, President of the German Navy League, speaking at the German University, Kiel, has declared that British naval policy had "bitterly disappointed him." He further expressed the opinion that "England intends to be in a position, thanks to her Fleet, to dictate terms," and also said that Germany must not risk her Fleet in "any engagement where success is not assured."—[Photo. by Central News.]





**BRITISH SUBMARINE PROGRESS: OUR FIRST CRAFT (LEFT); AND A "D" CLASS.**  
Eleven years' progress in submarine building is seen here. On the left is one of the earliest British boats: displacement, 200 tons; speed, 12 knots on the surface; 9, submerged. Its squat, cigar-shaped hull is of the original Holland pattern. The "D" class boat, on the right, displaces 550 tons with 16 knots surface speed and 10 knots submerged. We are in the "F" class now.—[Photo. by Cribb.]



**GERMAN SUBMARINE PROGRESS: "U 12" (LEFT) COMPARED WITH THE SMALL "U 1."**  
On the right is an early German submarine. "U 1" and "U 2," the first pair, displaced under 200 tons, with 9 knots surface speed. "U 3" to "U 8," of 250 tons, had 12 knots surface speed, and 8 knots submerged. "U 12" (on the left of the photograph), belonging to the third group, with 15 knots surface-speed and 10 submerged, was the first German submarine to carry guns.—[Photo. by Bain.]



powerful retort to all threats of submarine attack. They may not be able to check specific attacks, but they can make bases so uncomfortable, and by doing damage make raid organising so difficult, that German plans must lose considerably in efficiency. It is rather more than probable that this raid is but the first of many, and that the "Jolly Roger" adventures on or under the sea will be countered by an aerial bombardment of sea-bases. If a submarine commander sails out to torpedo inoffensive liners, it will not make him any the happier to feel that possibly he will return—exhausted in fuel, food, and ammunition—to a base not only incapable of refitting him, but incapable of harbouring him against attack.

The submarine as a topic naturally leads to an examination of the official American attitude towards the wildly flung threat against all the ships of the world made by Germany. America has delivered two notes, one to Great Britain, the other to Germany. Both are grave, but one is more than grave. In commenting upon the use of the Stars and Stripes as a ruse of war by Great Britain, the United States Government adopts the only reasonably possible attitude—*i.e.*, that though the dangers arising to neutral vessels such use might bring is viewed with some anxiety, it will be quite impossible for the United States to adopt an arbitrary attitude towards a military habit that has been in universal use since Troy fell unsuspecting before a wooden horse. The United States Note to Germany is more decisive. It begins by telling the German authorities the exact limit of their maritime license—that is, the sole right of a belligerent dealing with neutral vessels on the high seas is limited to visit and search, unless—and here is the sting—a

blockade is proclaimed and effectively maintained, which the American Government does not understand to be proposed in this case. Having

placed the German pretensions in their proper order of value, the Note deals with the threat. Hard points are not softened. For German submarines to torpedo American ships would be to America "an indefensible violation of neutral rights, which it would be very hard indeed to reconcile with the friendly relations now happily existing between the two Governments." In other words, America says, "Do this and we are enemies." It was, indeed, the only thing for the United States to say, and the strength of America's decision is borne out by an immense backing of American newspaper opinion. America is using her neutrality to help Germany's enemies, German organs say, and she has brought the danger upon herself by winking at Great Britain's illegal use of neutral flags. Germany has the habit of making all things that she does not like unconstitutional and illegal, but Germany's ethical attitude will not count the moment the first American vessel is torpedoed. Germany knows that, and so does America.

LONDON: FEB. 15, 1915. W. DOUGLAS NEWTON.



ONE OF THOSE WHO WEAR THEIR REGIMENTAL BADGE BACK AND FRONT :  
A BUGLER OF THE GLOUCESTERS.

The Gloucestershire Regiment, the former 28th Foot, wear their regimental badge on both the back and the front of their head-dress. At the battle of Alexandria, in 1801, they were suddenly attacked from the rear. Their Colonel faced the rear rank about, and, fighting back to back, the "thin red line" sent the enemy flying on both sides.

Photo. by Illustrations Bureau.

In our issue of Jan. 27 we gave a photograph of Army horses at a camp hospital in France, describing it as "A Blue Cross Hospital." We have since been informed that the hospital in question has no connection with the Blue Cross Society, but is one of the numerous veterinary hospitals established on the line of communications by the Royal Army Veterinary Corps. The photograph showed part of No. 10 Veterinary Hospital attached to the British Expeditionary Force. We much regret that the misstatement in question should have occurred.



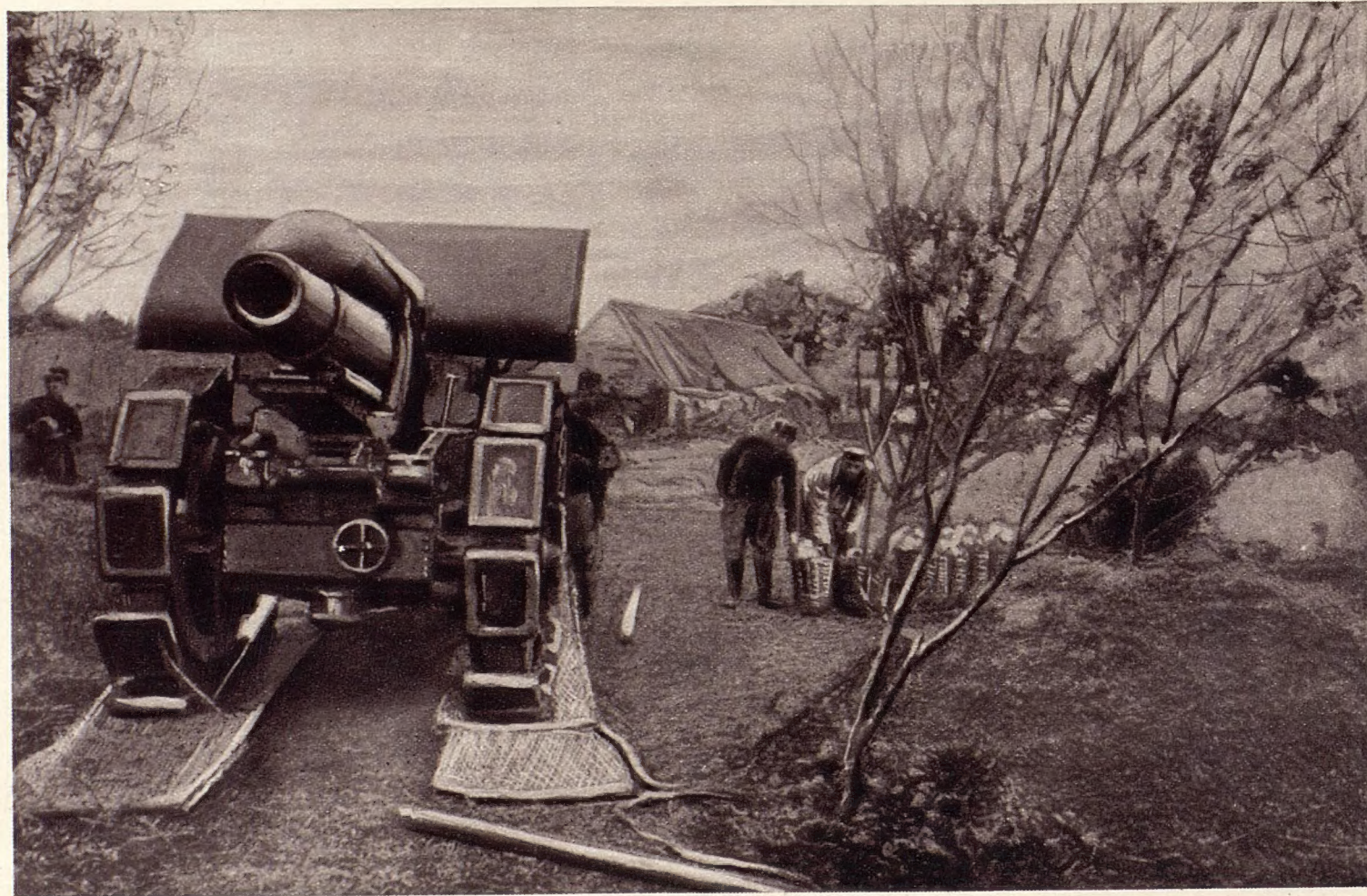


WITH THE OFFICER, IN HIS TELEPHONE DUG-OUT, RECEIVING A MESSAGE: A BRITISH GUN-POSITION AT NIGHT—A SKETCH FROM THE FRONT.

The drawing shows a British gun-position, on a moonlit night, far in rear of the infantry-trenches, with which it is connected by telephone. The battery is concealed, but not protected by earthworks, and the officer's "dug-out" is made to resemble a heap of sugar beet. There is a small store of ammunition. The officer's only light is a bicycle-lamp, by which he is reading a cipher message and orders

that have just reached him. Such are the practical details that lie behind the frequent reports of British artillery successes, as when "Eye-Witness" wrote the other day, after mentioning a German night-attack: "When it was light, however, our artillery opened so accurate a fire on the enemy that their position became untenable."—[From a Sketch by a British Officer at the Front.]





MOBILE, THANKS TO MOTOR-TRACTION, WHEREVER GOOD ROADS EXIST: A GERMAN 8.2-INCH HOWITZER IN A FLEMISH VILLAGE.

"The change in warfare generally brought about by the introduction of petrol-driven mechanical transport," says "Eye-Witness," in one of his latest letters, "has been remarked, but its effect on the results attained by artillery is not so obvious, and has attracted little attention. . . . In all former wars, heavy guns were comparatively immobile when off the railway. . . . Now, heavy siege-artillery has, by

the introduction of motor-traction, been rendered mobile wherever good roads exist." Our illustration, from a German paper, shows a Krupp 21-c.m. (8.2-inch) howitzer, after being transported by motor-traction over country roads deep in winter mud, halted in an out-of-the-way Flemish hamlet, and about to open fire. To prevent the gun settling in the miry soil, mats are placed under the "girdled" wheels.



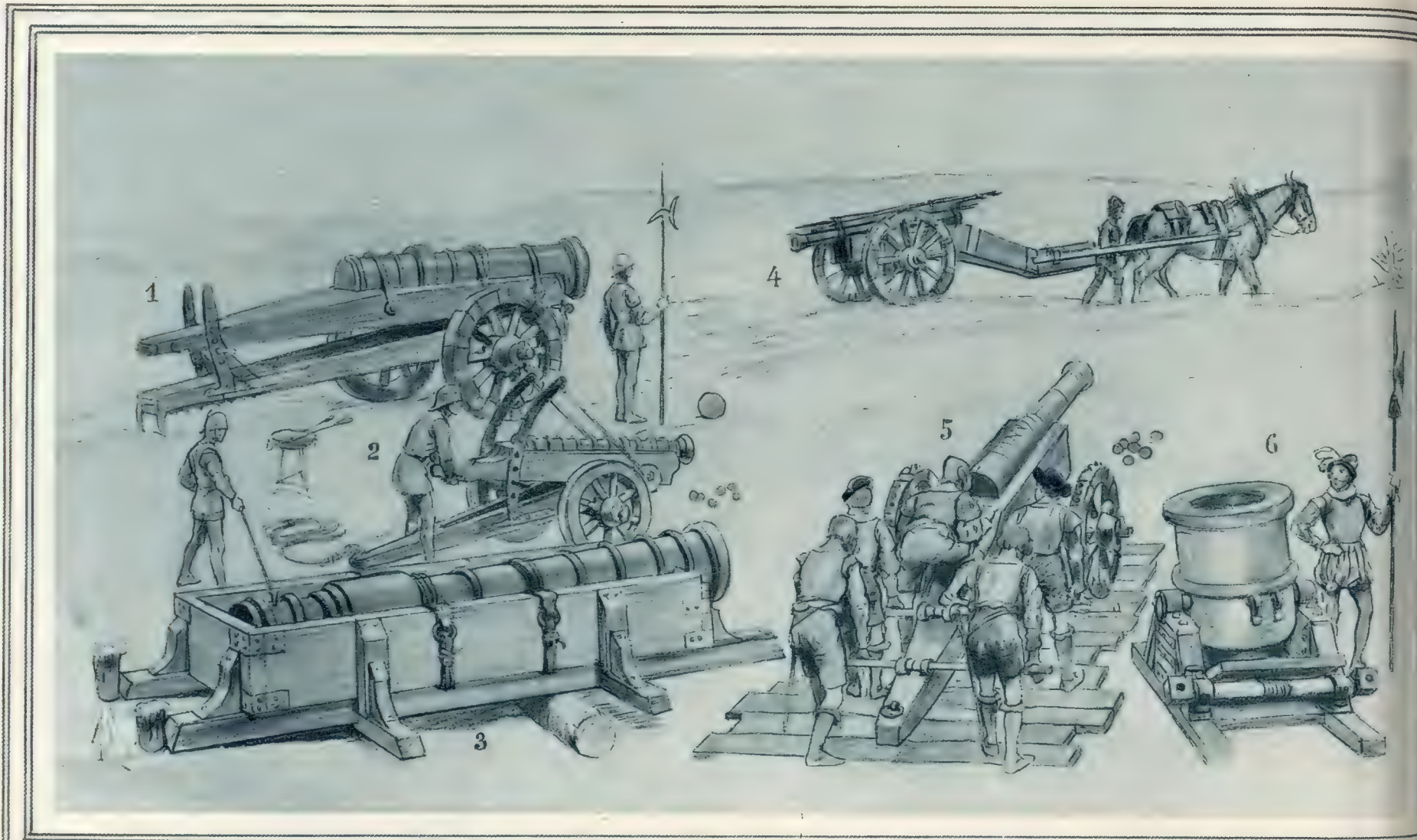


**NOW ALLIED TO BRITAIN AND FRANCE: THE RUSSIAN GOLD RESERVE IN THE STATE BANK IN PETROGRAD.**

In view of the recent meeting of the Chancellor of the Exchequer and the Finance Ministers of France and Russia, in Paris, and the subsequent visit of M. Bark, the Russian Minister of Finance, to London, special interest attaches to the above photograph taken in the State Bank at Petrograd, and showing part of the Russian gold reserve. It may be recalled that the statement issued after the Paris meeting

between M. Bark, M. Ribot and Mr. Lloyd George (who was accompanied to Paris by Lord Cunliffe, Governor of the Bank of England), said that "the three Powers are resolved to unite their financial resources" and that "the question of the relations to be established between the Banks of Issue of the three Powers was the subject of a special understanding."—[Photo. by Courtesy of "The World's Work."]





PREDECESSORS OF THE ARTILLERY OF THE GREAT WAR: GUNS OF PAST CENTURIES—THE FIFTEENTH, SIXTEENTH, AND SEVENTEENTH.

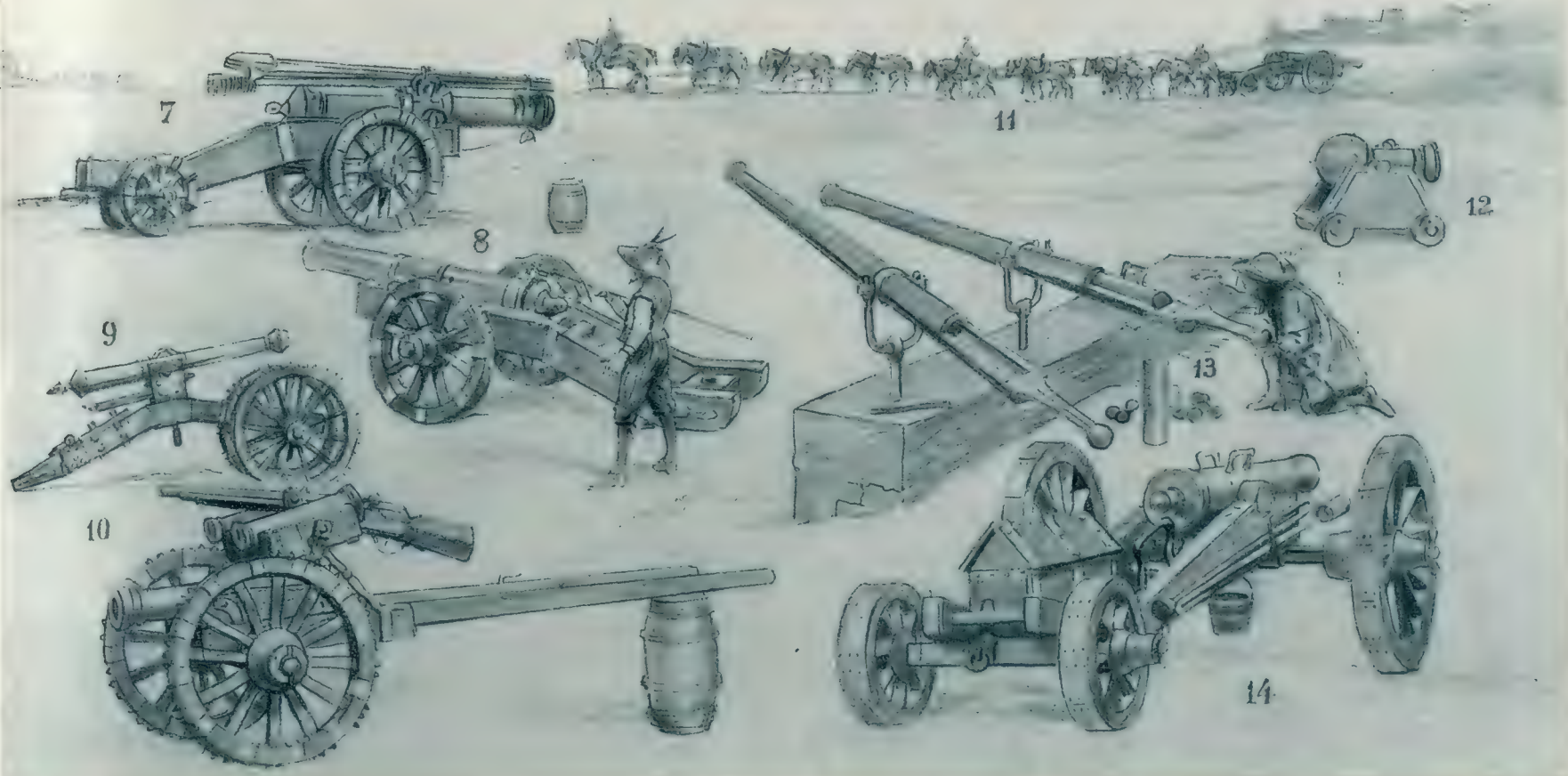
Gigantic German guns have been a dramatic surprise of the Great War. Artillery made its debut in Europe in similar fashion. The earliest guns were monsters. Illustration No. 1 shows a fifteenth-century "bombard" on a travelling-carriage which is ingeniously constructed in two portions hinged for aiming high or low. "Mons Meg," in Edinburgh, is an existing fifteenth-century "bombard," 12 feet

in length, and of 20 inches calibre, made of iron bars hooped together. No. 2 is a culverin, the "position-gun" of the time, on its field-mounting. No. 3 is another "bombard," on its siege-battery mounting. The big German siege-howitzers, it will be recalled, are dismounted from their travelling-carriages for firing. No. 4 is a field-culverin, with loading-gear fastened on the barrel. Nos. 5 and 6

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**PREDECESSORS OF THE ARTILLERY OF THE GREAT WAR: GUNS OF PAST CENTURIES—THE SEVENTEENTH AND EIGHTEENTH.**

are sixteenth-century siege-weapons—a cannon on a plank-platform, and a mortar of the type used until modern times. Nos. 7 and 8 are field-guns such as the English Army of the Restoration period used. In No. 8 the gunner is seen firing the piece with a coil of match round his halberd. Nos. 9 and 10 are German guns of the Thirty Years' War time. No. 11 is a siege-gun of Marlborough's time, on

the march. No. 12 is a Portuguese "freak" piece, an experiment. No. 13 shows two breech-loading swivel-guns of early type. The charge was loaded in iron cases, or "chambers," three or four of which were supplied to each gun, a fresh one being wedged into the breech for every round. No. 14 is a Louis, XIV. field-gun, with the dog-kennel-like ammunition-wagon of the time.





HOW THE RUSSIANS TRAIN THEIR NEW ARMY: RECRUITS LEARNING THEIR WORK CLOSE TO THE POLISH BATTLE-FRONT.

While the men of our new armies have had their preliminary training on British fields far from the din of war, some of the Russian recruits are learning the arts of war within sound of the guns on the battlefields of Poland, not far from the battle-line in which they must eventually take their places. The upper of these two photographs shows Russian recruits in Poland advancing across open country

in chain formation; the lower photograph shows them carrying out a practice bayonet-charge. The Russian troops, it will be recalled, recently showed their mastery over the Germans with this weapon in the battle of Koziowa, when, to quote the official Russian account, "the enemy . . . was dislodged by a counter-attack by our infantry after a long bayonet-fight without precedent in history."





IN A REGION WHERE THE GERMANS HAVE LOST "TENS OF THOUSANDS OF MEN": RUSSIAN TRANSPORT ON THE VISTULA.

The official Russian *communiqué* of the 9th, said: "On the left bank of the Vistula . . . to judge from the bodies abandoned before our positions, the Germans seem to have lost in killed and wounded during the six-days' attack on the positions of Borzimow-Goumine and Wola-Szydłowska, tens of thousands of men." The Great War has proved the remarkable efficiency of the Russian transport service.

Mr. Granville Fortescue, writing recently in the "Daily Telegraph" said: "The enormous English motor-lorries are not as well-fitted to the peculiar conditions in Russia as the light cart drawn by Siberian ponies. . . . It takes an enormous number of them to do the work, but Russia seems to have an inexhaustible supply. . . . They keep going day and night, doing extraordinary work on a hay-ration."



## Little Lives of Great Men.

### V.—THE GRAND DUKE NICHOLAS.

THE man who, on Aug. 3, was appointed to the supreme command of the Russian Armies in the field, was born at Petrograd on Nov. 6, 1856. He is the son of the late Grand Duke Nicholas Nikolaievitch, brother of the Tsar Alexander II., and is thus the second-cousin of the present Tsar. The Grand Duke Nicholas is a soldier with a great military record as administrator and organiser. All his life he has known but one enthusiasm—his professional work—and years of study and attention to detail are now bearing the most brilliant fruit. Among his many offices are those of President of the Council of National Defence, Military Governor and Director of Conscription for Petrograd, Chief of the Lithuanian Regiment of the Guard, of the 56th Jitomir Regiment of Infantry, Member of the Nicholas Staff College, and Inspector-General of Cavalry. With General Soukhomlinoff, the Russian War Minister, he reorganised the Russian Army after the Russo-Japanese War, and his present position fell to him of right. He was the man predestined for the task, and his appointment was hailed with approval and enthusiasm by all ranks of the Russian Army. It is said that he has made Napoleon his model, and, although he fights under conditions very different from those of 1815, his strategy shows a Napoleonic breadth of conception and directness of execution. Tall and distinguished, the Grand Duke Nicholas does not look his age. His life is of Spartan rigour; he passes days and nights of strenuous work in the railway train which serves him for



IN SUPREME COMMAND OF THE RUSSIAN ARMIES IN THE FIELD:  
THE GRAND DUKE NICHOLAS.

Photograph by Record Press.

headquarters. He is one with his Staff, whom he has inspired with his own enthusiasm. With his officers he works early and late; they dine together at the simplest of soldiers' tables, from which wine, according to the austere custom of the New Russia, is banished. It has been well said that the atmosphere of Headquarters is an atmosphere created entirely by the personality of the Commander himself. Publicity is abhorrent to the Grand Duke Nicholas, but he recognises its uses, and, at certain cost to his own inclinations, he consented to receive the newspaper correspondents accredited to the Russian Army. He welcomed these chroniclers with the most exquisite courtesy, told them the value he put upon their services, and gave them every opportunity, consistent with military necessities, of seeing what it was right they should see. No speech-maker, he read his address of welcome, and seemed relieved when the little ceremony was over. Like Sir John French, the Grand Duke is *par excellence* a cavalry officer, and the cavalry is his favourite arm. But he is an all-round soldier, experienced in every department of the service, and in none more than in organisation. When the Russian troops moved in July the people saw his hand. "It is," they said, "Nicolai's mobilisation." He had put the army on a sound war-footing; he knew its powers; he knew also that the time was ripe for striking. Already he has been justified of his foresight; and the future, when it brings the really decisive strokes, will again justify both the man and his work. At the Russian New Year the King created the Grand Duke K.G.C.B.





**NO WONDER THE BELGIANS LOVE THE GERMANS IN OCCUPATION! "GERMAN LANDWEHR CUIRASSIER AS ONE OF THE SIGHTS OF LIÈGE!"**

To let an opponent convict himself out of his own mouth, or by his own actions, is good witness-box tactics. We have here an instance in point. The illustration is reproduced from a Berlin picture-paper. It shows a truculent Landwehr cuirassier swaggering through the streets of Liège, forcing women and children and elderly folk into the roadway, and affords a telling example of how the Germans comport

themselves among the Belgians. One can understand why the Belgians are not in love with German rule! The illustration forms a useful set-off to the photographs in which German soldiers pose as sharing their rations with starving Belgian women and children, sent round to deceive neutrals. The enemy-title is "German Landwehr Cuirassier as One of the Sights of Liège." "Sights" is good!





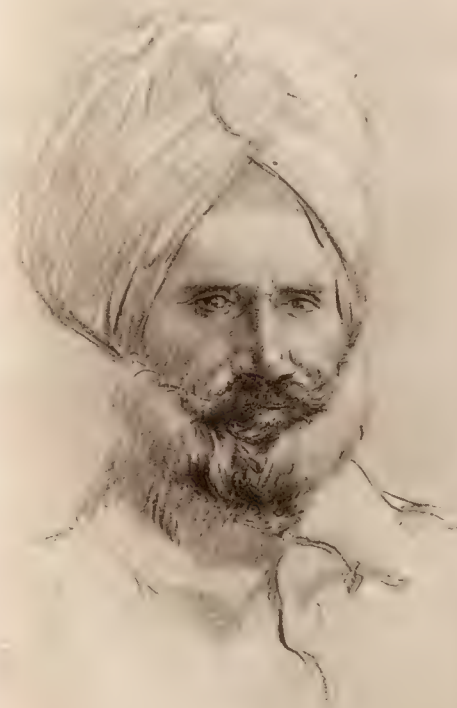
FIGHTING IN EUROPE FOR THE KING-EMPEROR: SOLDIER TYPES IN THE INDIAN CONTINGENT—RAJPUT, DOGRA, AND SIKH.

A source of continual annoyance to Anglo-Indians, both those in India and those resident at home, is the manner in which "the man in the street" carelessly lumps together all the Indian troops at the front promiscuously under the names of Sikhs and Gurkhas. As a fact, there are in the Expeditionary Force quite as many representatives of other warrior races and castes of India: Rajputs, Jâts,

Punjab Mussulmans, Garwhalis, Mahrattas, Dogras, Pathans, Baluchis. Our illustrations show certain types, as sketched by a French artist recently in a camp near the Belgian frontier. No. 1 is a Rajput, of the bluest blood of the Hindus, the Kshtria, or warrior caste, descended from the ancient Scythian conquerors of India. No. 2 is one of the Dogras, a Rajput off-shoot inhabiting the Himalayan foot-hill

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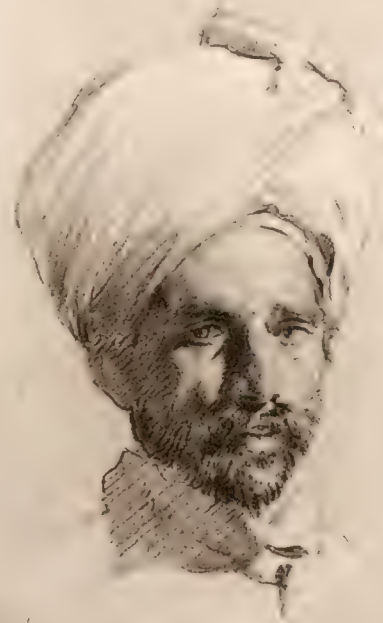




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*Continued.* **FIGHTING IN EUROPE FOR THE KING-EMPEROR: SOLDIER TYPES IN THE INDIAN CONTINGENT—SIKH, GURKHA, AND MOHAMMEDAN.** The celebrated Garhwalis, from among whom came that fine soldier, Naik Darwan Sing Negi, the first Indian to receive the Victoria Cross, are drawn from the lower hill districts of the Himalayas. Nos. 3 and 4 are Sikhs, members of the famous warrior community of Northern India, whose ascetic creed originated their name. They neither smoke nor eat beef. No. 5 is a Gurkha, another race of Rajput ancestry, but now of mixed blood. No. 6 is an Indian Mohammedan, from which people our Punjab regiments are recruited. The Pathan (or Afghan) tribesmen in the Indian Army come under the same religious category. Urdu is their common tongue on duty, but otherwise each set uses its own language—Sikhs, Punjabi; Gurkhas, Gurkhali; Pathans, Pushtu; and so on.—[Drawn by Paul Sarrut.]





**TRUE ACCORDING TO GERMANY ONLY! THE TORPEDOING AND SINKING OF A BRITISH BATTLE-CRUISER IN THE NORTH SEA FIGHT.**

In the German paper from which we take this illustration of the sinking of a British vessel in the North Sea fight of January 24, the war-ship to which the German torpedo-boat has given its death-blow is not named. In a Berlin war-news bulletin on the battle this statement appears: "The credit for the destruction of the British battle-cruiser on January 24 is due to Destroyer 'V 5,' Commander-

Lieutenant von Uhorn. . . . The Admiralty officers regard the destruction as an established fact beyond all possible doubt, because of the corroborative testimony of a large number of officers and men who identify the cruiser with considerable certainty as the 'Tiger.' "All the British ships and destroyers have returned safely to port" was our Admiralty's statement.





**TERRIBLE HAPPENINGS TO SIR DAVID BEATTY'S FLAG-SHIP, THE "LION"— ACCORDING TO A GERMAN ARTIST: AN IMAGINATIVE ENEMY-PICTURE.**

The German newspaper from which this illustration is reproduced places this description below the picture: "Sea Fight in the North Sea, West-North-West of Heligoland, on January 24. The English battle-cruiser 'Lion' torpedoed by a German torpedo-boat and receiving a salvo from a German cruiser." It purports to have been drawn by a Leipzig Professor. There was, of course, as a fact, no torpedoing

of the "Lion," nor, indeed, of any one of the British ships. Only one German projectile did any damage of moment on board—the shell that hit the "Lion" in the bows, flooding some of the forward compartments and causing the "Lion" to slow down, and, after the action was over, to accompany the squadron to port in tow. Otherwise her fighting efficiency was unimpaired.





THE WAR IN WEST AFRICA: H.M.S. "IVY" BOMBARDING THE PORT OF THE GERMAN CAPITAL OF CAMEROON—A BRITISH OFFICER'S SKETCH.

The official account of the operations in Nigeria and the Cameroon said: "On November 13 . . . after a bombardment by the French cruiser 'Bruix' and the Nigeria Government yacht 'Ivy,' a force of Royal Marines seized and occupied Victoria, the seaport of Buea, the seat of the German Colonial Government." Buea itself was occupied two days later. The sketch is by a British officer. Our

correspondent writes: "The fighting still continues in Cameroon, and under many terrible conditions. The bush is pathless, with elephant grass 15 feet high. Unless you climb a 70-foot tree, no observations can be taken. The climate is bad and trying: tornados terrific; heat intense; long marches, often over lava that cuts one's boots to pieces, or along the line with its almost red-hot rails."





OUR "MAPLE LEAF" SONS OF THE EMPIRE: OFFICERS OF THE DIVISIONAL HEADQUARTERS, FIRST CANADIAN CONTINGENT.

This interesting group of officers, taken at the Divisional Headquarters of the First Contingent, includes the following portraits: (Front Row, from left to right) Lieut.-Col. H. J. Lamb (G.S.O.); Lieut.-Col. A. H. Macdonnell, D.S.O. (G.S.O.); Col. E. S. Heard (G.S.O.); Brig.-Gen. E. A. Lawrence (Chief Staff Officer); Lieut.-Gen. E. A. H. Alderson, C.B. (Gen. Officer Commanding); Col. T. Birchall Wood (A.A. and Q.M.G.); Lieut.-Col. G. T. Hamilton (A.A.G., Base); Major J. Sutherland Brown (D.A.Q.M.G.); Major E. de B. Panet (D.A.A.G.); Lieut.-Col. G. C. Nasmyth (Water Expert); (Back Row, standing, left to right)

Capt. E. S. Clifford (A.P.M.); Major Lister (Sig. Officer); Major Chisholm (D.A.D.N.S.); Lieut.-Col. W. J. Noill (A.D.V.S.); Lieut.-Col. C. H. Mitchell (G.S.O.); Capt. A. C. P. Butler (A.D.C.); Capt. O. R. Lobley (A.F. Cashier); Col. C. C. Jones (Dir. Med. Ser.); Major G. A. H. Beatty, D.S.O. (A.D.C.); Lieut.-Col. G. La Foster (A.D.M.S.); Lieut. Murray (Postal Corps); Lieut. P. Newhouse (Interpreter); Capt. G. K. Killam (A.D.C.); Capt. J. H. Hahn (Interpreter); Lieut. Williams Taylor (A.D.C.); Capt. H. E. Sandilands (Musketeers Officer); and Major J. T. E. Cagnon (Field Cashier).—[Photo. by Topical.]









WATER ON A TEMPORARY BRIDGE, WHICH WAS DESTROYED BY RUSSIAN ARTILLERY.—DRAWN BY FRÉDÉRIC DE HAENEN.

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report, the Germans on one occasion threw a barrel-bridge over the Rawka between Bolimoff and Skierniewice, and three companies crossed it. Russian guns, however, destroyed the bridge, and the men of three German companies, thus cut off, were either shot, bayoneted, or drowned in attempting to retire. It was pointed out at the same time that the Russian artillery has shown a decided advantage over that of the enemy wherever it has been pitted against guns of anything like equal calibre.





**FRENCH WIRE ENTANGLEMENTS AND BARRICADES AT CRAONNE: AN APPROACH TO THE VILLAGE AFTER ITS OCCUPATION BY THE GERMANS.**

Craonne is a small place about three miles north of the Aisne, twenty miles east of Soissons, and eleven miles south-east of Laon. The section of the French front between Soissons and Rheims has for some time reached its most northerly point in the neighbourhood of Craonne, and there have been many artillery engagements between the French and Germans in that district, and a little further south-east,

near Berry-au-Bac. At the time of writing, the last official French *communiqué* in which Craonne was mentioned by name appears to have been that of January 30, which stated: "In the sectors of Albert, Roye, Soissons, Craonne, and Perthes there were artillery duels, several of them fairly severe. Our batteries were very effective." Our photograph shows French wire entanglements.—[Photo. C.N.]





A BULLET-PROOF STEEL SHIELD IN USE BY GERMAN SOLDIERS: THE DEVICE SEEN SHELTERING TWO MEN IN THE CENTRE OF THE PHOTOGRAPH.

A German machine-gun section with other infantrymen are shown here, creeping into action over open ground. On such occasions the curved, bullet-proof, steel shields supplied to German battalions prove of value. Two men sheltering behind one are seen in the centre of the photograph. The shields are gradually pushed forward while the men creep up behind. They are also used in trench-fighting, in

that case being propped up on the edge of the trench, sloping backwards, the soldier aiming through the space between the lower edge and the ground surface. According to a correspondent, extra large shields, big enough to protect four men, have been used on the Yser: two men support the shield; one fires through a slit in it; the fourth carries hand-grenades for throwing at close quarters.—[Photo. by Underwood and Underwood.]





THE STRUGGLE FOR THE GREAT DUNE: A BRILLIANT FRENCH ATTACK WITH A SMALL FORCE, AGAINST A STRONG

The Great Dune, north of Nieuport, was gallantly attacked by the French on January 28. The French Eye-Witness wrote: "Our attack was delivered for the purpose of making a detailed reconnaissance of the enemy's defences. The German right, which was in immediate contact with the shore, had as its principal base a great dune—Dune No. 17—in which the Germans had built several armoured-shelters, and three or

four lines of trenches with *chevaux de frise* and barbed-wire entanglements. . . . Without stopping at the first line, our tirailleurs went forward along a cobbled road, on which, forty yards further on, a large number of German soldiers were crouching behind cover. Most of them were killed with the bayonet." Meanwhile, more to the left, two sections of the tirailleurs rushed to the very top of the Grande Dune. One section

GERMAN POSITIONS began moving down on the shore. A Gallantly the French helped inflicting heavy loss





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GERMAN POSITION NORTH OF NIEUPORT, WHICH INFLECTED HEAVY LOSS, AND DISCLOSED THE ENEMY'S DEFENCES.

began moving down the opposite slope, but came under heavy fire from a further crest and machine-guns on the shore. A German redoubt on the south-western slope of the Dune was taken and retaken. Eventually the French held only the outer portion of the Dune, but they had succeeded, with only 300 men, in inflicting heavy losses on the enemy, and had obtained exact knowledge of his defences. Near the redoubt

over 300 German dead were found, and 50 prisoners were taken. The drawing shows French tirailleurs advancing along the cobbled road against the German positions on the extreme right in the background. In the centre is the redoubt, held by the French, and on the left some Algerian cavalry. The attack was brilliantly carried out, and the information secured was of considerable value.—[Drawn by Alfred Bastien.]





LESSONS FOR WOUNDED FRENCH AFRICAN SOLDIERS: A WOUNDED FRENCH SCHOOLMASTER TEACHING IN HIS SPECIAL SCHOOL.

The message of the blackboard conveyed to the class of French African soldiers shown in our photograph is further proof of the confidence of our Allies across the Channel. The scene is a French convalescent home, in Seine-et-Oise, where a wounded French schoolmaster has instituted a school for French African soldiers who have been wounded in the war. The schoolmaster's strong, alert face, and

the close attention being paid by his grown-up scholars, coupled with the trumpet-note of the message itself, are of good augury. The wall of the school-room bears a statuette of the Madonna and the Infant Christ, lending a note of solemn dignity to the simple service being rendered to a cause which is sanctioned by the laws of honour and humanity.—[Photo. by Sport and General.]





**FOLDED FOR TRANSPORT: AN AEROPLANE CARRIED ON A MOTOR-CAR SPECIALLY CONSTRUCTED FOR THE PURPOSE—THE MACHINE IN POSITION.**

Occasionally the winged organisms of the air have to resort to the earth-keeping wheeled vehicle for conveyance from point to point. The photograph shows an aeroplane with wings folded (on the further side) packed on a specially constructed car. In describing recently the work of the Ordnance Department and its enormous "Vocabulary of Stores," "Eye-Witness" mentioned various branches of military

requirements the provision of which is the work of other corps: the Army Service Corps, food; the Royal Army Medical Corps, drugs and surgical appliances, etc. "The Royal Flying Corps," the "Eye-Witness" continued, "purchases its own machines, as does the Mechanical Transport Branch of the Army Service Corps." Mechanical transport now takes many specialised forms.—[Photo. by Record Press.]





WITH OVERHEAD PROTECTION AGAINST BULLETS FROM ABOVE: AN AUSTRIAN ARMoured-TRAIN USED IN GALICIA AND THE CARPATHIAN DISTRICTS.

Armoured-trains are playing their part all over Europe wherever railways exist for them to run upon. We have published several illustrations, both in our own previous issues, and in the "Illustrated London News," of the Belgian armoured-trains. Marshal von Hindenburg, according to Petrograd correspondents, is making use of armoured-trains at points along his front on the German network of strategically

planned lines west of the Polish frontier. Our illustration (from a German newspaper) shows an Austrian armoured-train employed in Galicia and on the outskirts of the Carpathian range. Its steel-plated, oven-shaped roof, closed in so as to keep out shrapnel-bullets or rifle-bullets fired from heights overlooking the line, is a special feature, necessary in consequence of the nature of the country.





HOW "GROUND IS GAINED" IN SIEGE-WARFARE: THE FRENCH ATTACKING AFTER EXPLODING A LAND-MINE UNDER GERMAN TRENCHES.

Behind the dry facts in official *communiqués* stating that so many metres of ground have been gained or lost there frequently remains unrecorded some such event as that here illustrated. The explosion of a land-mine, laid by burrowing under the enemy's trenches, is often the prelude to an assault. In a note to his drawing, Mr. Frederic Villiers writes: "This illustrates blowing up sections of advanced

trenches, a frequent incident of the week's work at the battle-front. A mine explosion of this description embraces a considerable section of the enemy's entrenchments. Sometimes over a hundred men are involved in the upheaval. On one occasion, forty men were blown to pieces and eighty badly wounded. There is very little steam or smoke seen in the explosions."—[Drawn by Frederic Villiers.]





TO BE FOUND IN THE UNITED STATES NAVY ALONE: A MODERN AMERICAN BATTLE-SHIP WITH FIGHTING-TOPS.

"Fighting-tops" have practically gone out of vogue in European navies. Their places have been taken by the installation in the tops of fire-control stations, which, again, in most modern super-Dreadnoughts, have been removed to less exposed positions below, so as to be protected by thick armour. Only in certain American war-ships is the fighting-top retained, as our photograph shows. In some American

vessels the fore-tops are round and the main-tops rectangular, while, again, others have both tops round or both rectangular, which is the later pattern. The lattice-mast was introduced some years ago, and American opinion holds that even if most of the girders were shot away the top would still stand. In addition, it is claimed, most shots would pass through the lattice.—[Photo. by Bain.]





**A MONSTER WEAPON OF THE UNITED STATES: A 16-INCH GUN TO GUARD THE PANAMA CANAL APPROACHES**

America's newest armament prodigy is shown above: one of the gigantic 16-inch guns which are to mount guard over the approaches to the Panama Canal. The British 15-inch gun, which our latest battle-ships of the "Queen Elizabeth" class mount, is our heaviest gun. We had 16.5 guns some years ago, the celebrated 110-ton guns, but after being mounted in three ships, (the "Victoria," "Sans

Pareil," and "Benbow"), they were discarded, mainly because the stress of the immense charges necessary made the "life" of the gun only from 75 to 80 full-power rounds. The American 16-inch gun weighs 110 tons, is 45 calibres long, fires a 2100-lb. shell, with power to penetrate (with capped projectiles) 23.3-inch wrought iron at 8000 yards.—[Photo. by Underwood and Underwood.]



### HOW IT WORKS: V.—THE TORPEDO.

TO understand the mechanism of a torpedo, the non-technical reader cannot do better than turn to Mr. Charles W. Domville-Fife's excellent little book, "Submarine Engineering of To-Day." "The modern torpedo," he writes, "varies in length from 14 feet to 19 feet, and weighs up to half a ton. It has an extreme range of 4000 yards. The blunt nose, or 'war-head,' as it is called, is the business end of the torpedo, and contains the dry and wet gun-cotton and the fulminate of mercury necessary for the explosion. Behind the explosive head is the air-chamber to hold the compressed air by which motive-power is furnished. Then we come to the search-chamber, or 'brain' of the weapon, which contains most marvellous mechanism for directing and controlling the machine. Next comes the engine-room; and, at the tail of the torpedo, the buoyancy-chamber." The mechanism of the search-chamber, or balance-chamber, regulates the depth of submergence of the torpedo. The

Navy guards jealously the secret method of firing a Whitehead torpedo by compressed air. There is also a special air-heating device now used to increase the air-expansion inside a torpedo and the power of the engine. The torpedo thus gains much greater speed, and consequently a greater chance of hitting the target. The compressed air in a torpedo weighs about nine stone. "This" (to quote Mr. Domville-Fife again)



A WEAPON WHICH THE BRITISH NAVY CAN USE AS WELL AS THE GERMAN! BLUEJACKETS PLACING A TORPEDO IN ITS TUBE, ON BOARD A BRITISH WARSHIP.

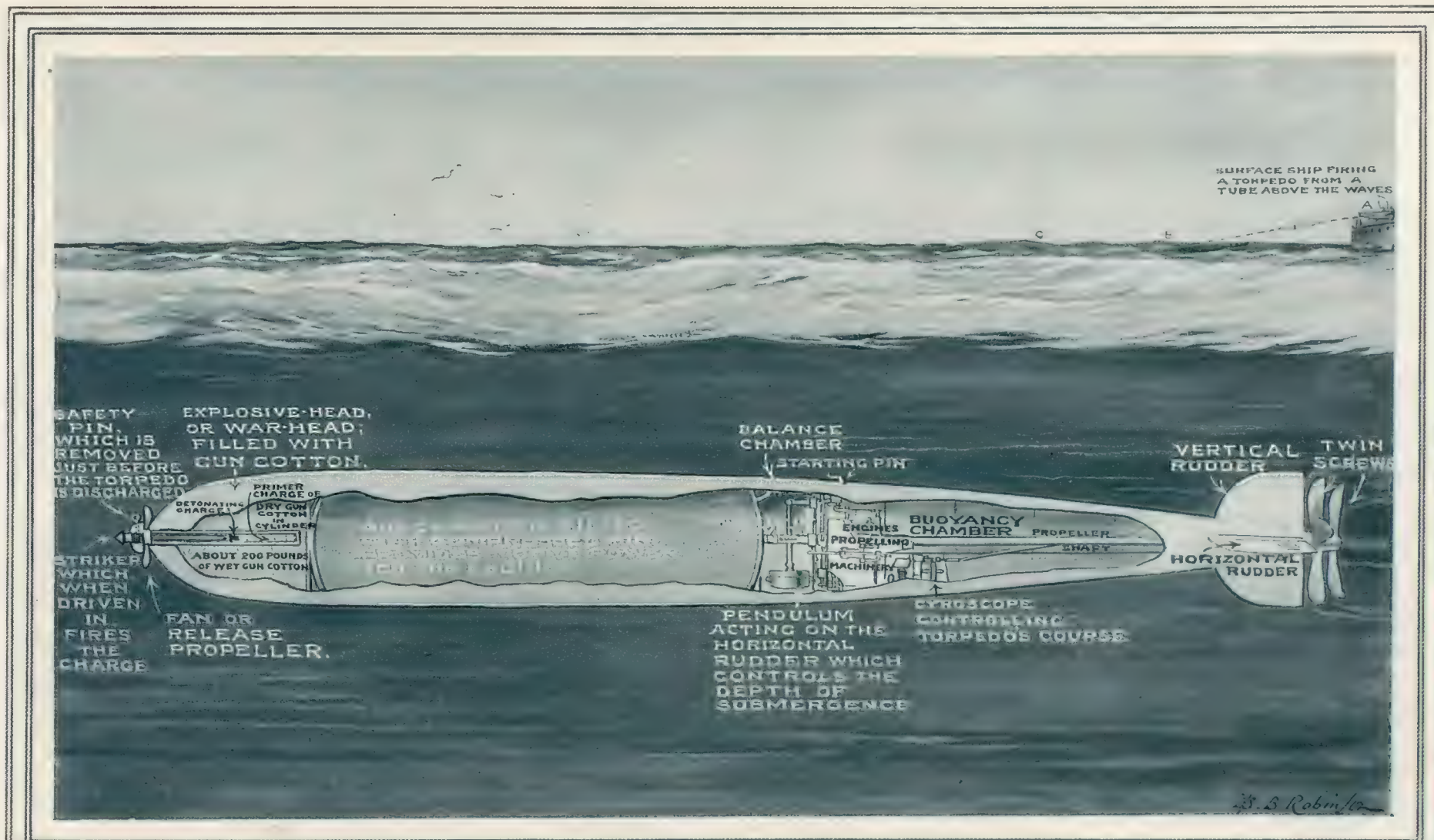
"helps to sink it to the required depth after it has entered the water. This air, escaping from the chamber by means of a regulating valve, drives the engine at a high rate of speed. The engines turn two screw-propellers at the tail of the torpedo; these revolve on the same axis, but in opposite directions . . . to give stability. The steering is effected by vertical rudders, which keep the torpedo in the required direction; while the proper depth in the water—usually from 10 to 14 feet—is maintained by

horizontal rudders. The torpedo is kept submerged by means of the balance-chamber, and is controlled in its steering by the wonderful instrument known as the gyroscope. . . .

Nearly every ship in the British Navy is fitted with tubes and carries Whitehead torpedoes. There are two kinds of tubes—above-water and submerged. The latter are much safer to work with, and have been found more effective, the above-water type being very liable to be struck just as a torpedo is being discharged." A word should be added as to the mechanism that causes the "war-head" of a torpedo to explode when it strikes a ship. The impact forces a pointed steel

"detonator" into a charge of fulminate of mercury, which detonates the dry primer charge and causes the whole "war-head" to explode. Before firing, the safety-pin which prevents other safety devices from working is removed. The second safety device is a small fan screwed round the striker, which prevents it from being forced on the detonator. The action of the water unscrews the fan and leaves the striker free.





**A SUBMARINE WITHOUT A CREW: A LONGITUDINAL SECTION OF A TORPEDO, SHOWING DETAILS OF ITS CONSTRUCTION AND MECHANISM.**

The torpedo is in reality a little automatic submarine: in fact, it was to a great extent as a development from the torpedo that the large crew-carrying submarine, itself armed with torpedoes, was evolved. "The latest design of torpedo," writes Mr. Charles W. Domville-Fife in his "Submarine Engineering of To-day," "costs several hundred pounds, and it is possible at some of the big works to make them

at the rate of two a day. A first-class battle-ship takes the best part of three years to build, and may cost anything from a million upwards. This ponderous ship of war can be sent to the bottom of the sea in but a few minutes if struck by a torpedo." British submarines of the "E" class carry an armament of six Whitehead torpedoes.—[Drawn by W. B. Robinson.]





**THE GERMAN GOVERNOR-GENERAL OF BELGIUM WHOSE BROTHER LIVES**  
It was mentioned recently in Parliament that a German Baron, brother of General von Bissing, German Military Governor of Belgium, lives near Brighton, and has a yacht at Shoreham. The First Lord of the Admiralty was asked whether he had consented to the Baron's release from internment, or considered the possibility of his conveying supplies to German submarines. Mr. Churchill replied that the Baron

**NEAR BRIGHTON: FREIHERR VON BISSING; AND OTHER WAR ITEMS.**  
became naturalised eight years ago and had never been interned: the Admiralty were satisfied, after the closest investigation, that there was nothing to be feared with regard to him, and that no action was necessary.—Six sons of General Ricciotti Garibaldi, himself a son of the famous Italian Liberator, have fought as volunteers for France in the Great War, and two have been killed. General Garibaldi recently  
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visited Paris  
"Italy shou  
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*Continued.*  
**GARIBALDI'S SON; GENERAL RICCIOTTI GARIBALDI, INSPECTING TROOPS IN PARIS; AND OTHER WAR ITEMS.**  
 visited Paris, where he was received by President Poincaré and General Joffre. In an interview he said: "Italy should intervene in the European conflict without delay." On the 10th he arrived in London with his wife.—The famous chalk quarries near Soissons have elicited the artistic efforts of amateur sculptors in both the French and German armies. Some German specimens appeared in our Issue of

December 30. Above are a few French examples. Our photographs show: (1) General von Bissing, with his Adjutant, at Brussels; (2) A French dummy battery; (3) The dummy battery after the Germans had wasted shells on it; (4) General Garibaldi (on crutches) inspecting French recruits in Paris; (5) and (6) Carvings by French soldiers at the quarries at Soissons.—[Photos. by Wolf, Topical, and Photopress.]





A WHEELED SUBMARINE: A "LAKE" PASSING THROUGH A HARBOUR MINE-FIELD.

In view of the German "blockade" threat, this invention of an American, Mr. Simon Lake, is of interest. A French paper asserts that Krupp's have obtained plans of the design. The craft has been reported on favourably by a United States Commission. Of small dimensions, it is fitted with wheels to move over the sea-bottom and creep under a defending mine-field, projecting arm-guards in front pushing



MINE-LAYING BY SUBMARINE: A DIVER FROM A "LAKE" PLACING A MINE.

aside the mooring-chains of the mines, which may be cut and the mines sent adrift among ships in harbour; while, in addition, by means of a "diving-compartment" in the forepart of the hull, divers can emerge and sow enemy mines in channels used by the opponents' ships.—[Reproduced by Courtesy of the "Scientific American." See also the current "Illustrated London News."]





THE FIELD OF BATTLE AS SEEN BY THE AIRMAN: A PHOTOGRAPH FROM A RECONNOITRING AEROPLANE IN FLANDERS.

Describing a recent clear and windless day at the front, "Eye-Witness" wrote: "A large number of air-craft on both sides hovered over the battle-line, and there were many encounters, in which our airmen maintained their usual superiority. The importance of this superiority can be imagined, for it means not only that the enemy finds it difficult to discover the dispositions and movements going on

behind our line, but also that his artillery is compelled to work entirely by the map instead of by direct observation. His gunners can, of course, tell by the map the exact distance of the target, but the range to be given the gun is a factor which varies with the condition of the atmosphere and the wind, and, therefore, cannot be definitely ascertained without direct observation."—[Photo. by Alhieri.]





SQUADRON-COMMANDER C.E.H. RATHBORNE.



WING-COMMANDER CHARLES R. SAMSON D.S.O.



SQUADRON-COMMANDER JOHN C. PORTE.



FLIGHT-COMMANDER CLAUDE GRAHAME-WHITE.



WING-COMMANDER ARTHUR M. LONGMORE



SQUADRON-COMMANDER IVON T. COURTNEY

THE FLIGHT OF THE THIRTY-FOUR "WILD DUCKS": THE LEADERS OF THE AIRMEN WHO RAIDED THE ZEEBRUGGE DISTRICT.

The Admiralty account of the raid by 34 British Naval aeroplanes and seaplanes in the Zeebrugge district said: "Flight-Commander Grahame-White fell into the sea off Nieuport, and was rescued by a French vessel. . . All pilots are safe. Two machines were damaged. The seaplanes and aeroplanes were under the command of Wing-Commander Samson, assisted by Wing-Commander Longmore, Squadron-Commanders

Porte, Courtney, and Rathborne." Squadron-Commander Rathborne became an air-pilot in March 1913. Wing-Commander Samson began to fly in 1911. Squadron-Commander Porte became a pilot in 1911. Flight-Commander Grahame-White is a pioneer. Wing-Commander Longmore became a pilot in 1911; and Squadron-Commander Courtney, R.M.L.I., in 1912.—[Photos. by Birkett, C.N., S. and G., and Cribb.]





A BRITISH "WILD DUCK": A NAVAL SEAPLANE, AKIN TO THOSE OF THE ZEEBRUGGE AIR-RAID, IN FLIGHT.

The outstanding difference between the military aeroplane and the naval seaplane is that the chassis of the latter has floats instead of wheels and runners, to enable ascents and descents to be made from and on to water. The appearance of seaplanes is shown in our photograph, which suggests, although it does not illustrate, the start of Commander Samson's "flying squadron" of thirty-four seaplanes for

the dashing raid on Ostend, Zeebrugge, and other German coast bases and shore-batteries. "As they passed," describes a looker-on near the starting-point on the coast, "they resembled a flight of huge sea-birds. . . . The machines went off in very rapid succession just like a flight of wild ducks." Their speed indicated that they would arrive in about twenty minutes."—[Photo. by C.N.]





TO BE WORN BY AN AUSTRIAN OCCUPYING A "NON-EXISTENT THRONE"? REGALIA OF THE ANCIENT KINGS OF POLAND.

Taking matters very much in advance, Austria has selected as a King for the non-existent throne of Poland, the Archduke Stephan, a Hapsburg Prince, allied distantly with the Polish house of Radziwill. It was said from Petrograd, on February 11, that the Archduke would be crowned, at Cracow, within a few days. Photograph No. 1 of the Polish regalia shows: (1) The Coronation mantle of King

Stanislaus August, embroidered with white eagles; (2) The sword of Sigismund August; (3) The Holy Lance used as sceptre at coronations since A.D. 1000; (4) The Coronation Sword; (5) Sword of Poniatowski, drowned at Leipzig, 1813; (6) The recently found Crown; (7) Replica of Kasimir the Great's Crown. Photograph No. 2 shows the ancient Polish crown found (in the helmet adjoining) four years ago



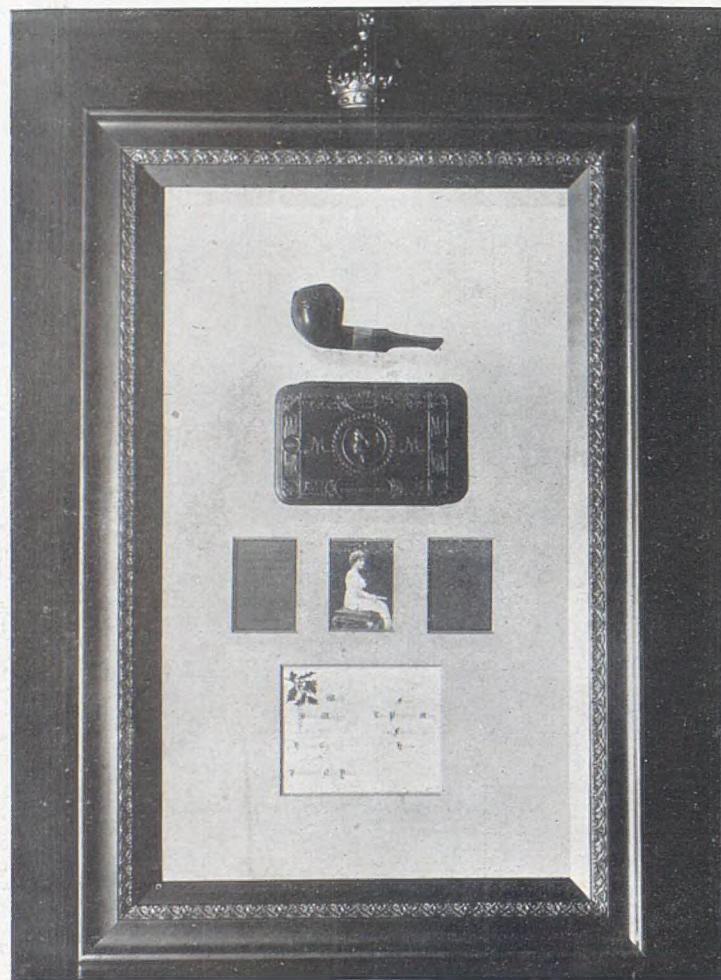


VON HORN, THE GERMAN DYNAMITER; THE NEW BRITISH SOLDIER ON THE RIGHT IS WEARING THE NEW SOFT ARMY CAP; AND A SUGGESTED AUSTRIAN KING OF POLAND.

Werner Von Horn (shown in Photograph No. 1) was arrested for dynamiting, on February 2, the Vanceboro Bridge on the C.P.R., across the St. Croix River, between New Brunswick and Maine. The prisoner claimed to be an officer in the German Reserve, and said he came from New York. He was arrested on the American side, but his extradition to Canada was anticipated.—In Photograph No. 2, the British

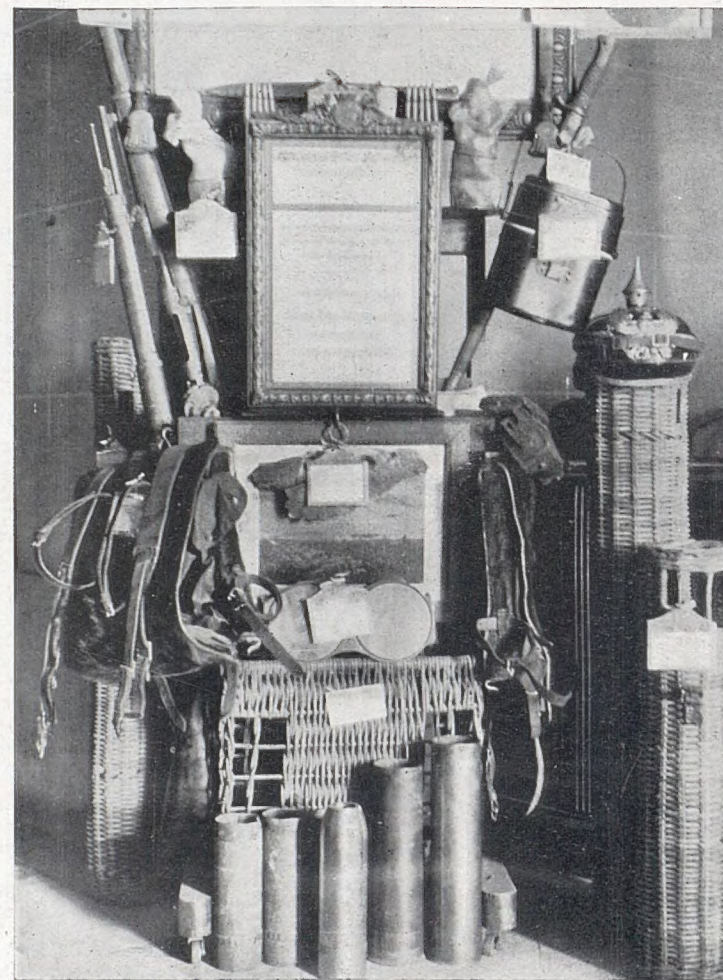
soldier on the right is wearing the new soft Army cap.—Photograph No. 3 shows Archduke Stephan of Austria, who, it is said, is to be crowned King of Poland. The "Morning Post" suggests that this may be intended to prevent a Hohenzollern candidature, but that the Poles will probably prefer the Russian promise of the unification of Poland.—[Photos. by L.N.A., Record Press, and C.N.]





**A SOUVENIR OF ROYAL SOLICITUDE: PRINCESS MARY'S CHRISTMAS GIFT FRAMED.**

With regard to our first photograph, it may be noted that in many cases the gifts from Princess Mary's Christmas Fund are being preserved in this manner. The presents have now been made to the whole of the Navy, the Expeditionary Force, the wounded in this country, and the next-of-kin of the killed. A somewhat similar gift—the brass box, a cartridge pencil-case, and a card—are to be sent to all others



**SURROUNDED BY BATTLEFIELD TROPHIES: A FRENCH HOTEL APPEAL, IN PARIS.**

who were wearing the King's uniform on Christmas Day. The second photograph shows a notice, in the Hotel Crillon, Paris, with an appeal, in English and French, to help the wives and children of the employes of the Crillon who have gone to the front. It is surrounded by battlefield trophies.—[Photos. by Illustrations Bureau and Topical.]





IN THE TRENCHES ON THE RAWKA DURING THE FIRING: A PHOTOGRAPH TAKEN DURING AN ENGAGEMENT.

Recent news of the position on the Bzura-Rawka line pointed to a re-grouping of the German forces on that section of the Russian front, where the enemy has suffered great losses in attempting to break through to Warsaw. Our photograph shows Russians in their trenches on the Rawka and an officer in the foreground with small-arm ammunition for the soldiers. "The Russian Captain," wrote

Mr. Granville Fortescue in an account of the Russian Army, "is the father of his company," and generally addresses his men as "my children." Of the Russian infantryman the same writer says: "Put him in a trench, tell him to stay there, and you can depend upon him to stick to his post until he is blown or bayoneted out of it."—[Photo, by Bass.]





**HELPING THE UN-KULTURED : A GERMAN SCHOOLMASTER WRITING LETTERS FOR COMRADES.**  
On another page in this Issue, we give a photograph showing a wounded French schoolmaster giving a lesson in French to wounded French African troops, in a temporary school he has started. Here is a German schoolmaster, now on active service, photographed at work which shows that there are at least some illiterates in the German Army. The bread on the desk may be noted.—[Photo, Newspaper Illus.]



**IN HOSPITAL GARB : GERMAN WOUNDED LEAVING A CHURCH IN RUSSIAN POLAND.**  
This photograph is of general interest in that it shows the hospital-garb worn by German wounded—a kind of pyjama-suit, with a dressing-gown-coat over it; plus, of course, the inevitable military cap. The men in question are seen leaving after attending a service in Russian Poland. The German "casualties" are enormous—even by the official announcements.—[Photo, by Newspaper Illus.]